

Staff's Proposed Edits to Draft Bikeway Master Plan

Number	Page Number	Addition or edit	What should be added/changed?	Why?
1	7	Edit	<p>In Section 2.2 - Stakeholders, add the following paragraph above "Rockville Bicycle Advisory Committee":</p> <p align="center">"Rockville Residents</p> <p>Rockville's residents have been represented in various stages in the process of developing this Plan, including through several of the committees listed below. Residents were consulted during the Planning Commission review and approval process at various neighborhood associations, public open houses on April 9, 2014 and October 14, 2015, and three public hearings in front of the Planning Commission. Rockville residents are important stakeholders in this and all planning processes, and input from a variety of groups will be sought at every step of the implementation of a bicycle facility in Rockville."</p>	At the recommendation of the West End Citizens Association.
2	7	Edit	<p>To the bullet point on the Department of Recreation and Parks under Section 2.2 - Stakeholders, remove the following text:</p> <p align="center">"manages educational in-school instruction through the Safe Routes to School program"</p>	The City no longer runs an in-school Safe Routes to School program.
3	8	Edit	<p>To the bullet point on the Maryland-National Capital Park and Planning Commission under Section 2.2 - Stakeholders, change the first bullet point to the following:</p> <p>"Montgomery County Planning Department (MCPD): "MCPD maintains a County Bicycle Master Plan and manages transportation elements of the County's development review process. MCPD is currently working on an update to the Bicycle Master Plan, including a plan for a separated bike lane network in nearby White Flint."</p>	To more accurately discuss Montgomery County's bicycle planning developments.
4	9	Addition	<p>In Section 2.3 - Public Involvement, add the following bullet points to the list of public involvement activities:</p> <p align="center">" - Presentations at various neighborhood organizations who requested a presentation from staff. - Public Open House held on April 9, 2014 and October 14, 2015."</p>	Adding more detail on public involvement opportunities.
5	8-9	Addition	<p>In Section 2.3 - Public Involvement, add the following paragraphs to the end of the section:</p> <p>"The public is encouraged to remain involved in the development of bikeways after the adoption of this Plan. Residents can become involved with bicycling issues in the City by taking advantage of outreach efforts by staff. By attending future open house meetings on bicycling in Rockville, submitting requests to the Traffic and Transportation Division for bicycle improvements, or joining the Rockville Bicycle Advisory Committee, residents can help implement the recommendations of this Plan Update.</p> <p>During the implementation phase of individual bikeways projects, questions and concerns will arise in and around the local neighborhoods near the project. To address these concerns, City staff will ensure that affected residents are made aware of proposed bikeways projects and have an opportunity to learn about and provide feedback on the details of project implementation before plans are finalized. This outreach will be done through direct mailings, website updates, public meetings, and presentations at local neighborhood association meetings, using the methods deemed appropriate for the project at hand."</p>	At the recommendation of Commissioner Tyner and residents.
6	9	Edit	<p>In Objective 1 - Mobility, remove the third bullet point and divide into the following two bullet points:</p> <p align="center">- "Increase in satisfaction with bicycle facilities in public surveys. (DPW/DRP)" - "Increase in bicycle ridership, as shown through bicycle counts, including the annual National Bicycle and Pedestrian Documentation Project. (DPW)"</p>	To expand the measurements of success for Objective 1.

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7	9	Addition	In Objective 1 - Mobility, add the following Performance Measure: - "Installation and number of bikes counted on automated bicycle counters along major off-road bicycle thoroughfares. (DPW/DRP)"	To expand the measurements of success for Objective 1.
8	10	Addition	In Objective 2 - Facilities, add the following Performance Measure: - "Number of businesses participating in the Bike Rack Grant Program (DPW)"	To expand the measurements of success related to bike parking for Objective 2.
9	10	Correction	Under Objective 3, make the following edits: Change Policy 4.1 and 4.2 to Policy 3.1 and 3.2.	Correction
10	11	Edit	In Objective 3 - Environment, change Policy 3.2 to read: "Evaluate the environmental impacts of proposed bikeway facilities and construct new facilities in accordance with the Environmental Guidelines for the Protection and Enhancement of the City's Natural Resources (1999)."	To elaborate on the City's environmental efforts.
11	11	Edit	In Objective 3 - Environment, change the first bullet point to read: "Miles estimated to have been transferred from single passenger automobile use to bicycling, using annual bicycle counts and mileage converters available online through various sources. (DPW)"	To elaborate on the City's environmental efforts.
12	11	Correction	Under Objective 4, make the following edits: Change Policy 3.1, 3.2, 3.3, and 3.4 to Policy 4.1, 4.2, 4.3, and 4.4.	Correction
13	11	Edit	In Objective 4 - Safety, change Policy 4.2 to read: "Educate all residents, including children, regarding safe bicycling behaviors."	Comment from SHA to focus on all residents, not just children, in safety education.
14	11	Addition	In Objective 4 - Safety, add the following Policy: " - Policy 4.5 - Ensure that all bikeway projects account for pedestrian safety."	At the recommendation of Noreen Bryan and the West End Civic Association
15	12	Edit	In Objective 5 - Encouragement, change the fourth bullet point to read: " Progress in achieving Silver BFC status, using LAB guidelines in the Building Blocks of a Bicycle Friendly Community. The LAB's Building Blocks of a Bicycle Friendly Community are included as Appendix C to this Plan. (DPW)"	To include specific information on how to move Rockville towards a Silver level BFC status
16	12	Addition	In Objective 5 - Encouragement, add the following Policies: " - Policy 5.5 - Use City platforms to promote bicycling for recreation and transportation." " - Policy 5.6 - Implement a bicycle commuter subsidy program for City of Rockville employees and encourage Rockville businesses to do the same."	At the recommendation of SHA to use the City as a promoter of bicycling behaviors.
17	13	Addition	In Section 2.5 - Connections with Neighboring Jurisdictions, following the sentence that ends "...are poised for significant development, including additional bicycle facilities," add the following text: "Plans for the Corridor Cities Transitway also include a shared-use path on a bridge connecting King Farm to points west over I-270 and Shady Grove Road."	At the recommendation of Neil Braunstein to recognize bicycle facilities in coordination with planned investment in the CCT

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18	13	Addition	<p>In Section 2.5 - Connections with Neighboring Jurisdictions, edit the final sentence to read:</p> <p>"Rockville will work with Montgomery County to encourage its plans to link to City routes and infrastructure, and Rockville can assist bicyclists in using routes to and through neighboring jurisdictions by including destination signage near our borders."</p>	At the recommendation of RBAC to include additional signage along the perimeter of Rockville.
19	15	Addition	<p>In Section 3.2 - Bikeway Facility Types, to the section on Bicycle Lanes, add the following language to the end of the first paragraph:</p> <p>"... Additionally, the use of physical bicycle lane buffers (painted stripes, bollards, etc.) should be considered to improve bicyclists' comfort..."</p>	To explain what a buffered bike lane means since it is proposed on Maryland Avenue
20	17	Remove	<p>From Table 3.1, remove the following line:</p> <p>"Azalea Dr. (NB) - Woodley Dr. - Nelson St. - CL - 0.37"</p>	At the request from Regents Square Condominium Association, Woodley Gardens Cooperative, and various individual residents. Staff does not believe that a bicycle lane on Azalea Drive is crucial to the bicycle network in the Woodley Gardens neighborhood.
21	18	Correction	<p>In Table 3.1, on the line for "Halpine Rd.", make the following corrections:</p> <p>"Rockville Pike" should be changed to "E. Jefferson Street" and "0.11" should be changed to "0.31"</p>	At the suggestion of Mike Stein to continue a bicycle lane on the entirety of Halpine Road
22	18	Addition	<p>In Table 3.1, add the following line after the entry for N. Washington St.:</p> <p>"Park Rd - Hungerford Dr. - S. Stonestreet Ave. - BL - 0.15"</p>	Bicycle lanes are proposed along Park Road on the recommendations map but were excluded from the table
23	19	Addition	<p>In Table 3.1, add the following line after the entry for Southlawn Ln.:</p> <p>"Thomas St. - Its end - Rose Petal Way - SUP - 0.02"</p>	Connection recommendation from Seth Pollack - a curb cut and < 100-foot section of trail would open up a new connection to bicylists
24	19	Addition	<p>In Table 3.1, add the following line after the entry for Tower Oaks Blvd.:</p> <p>"Twinbrook Pkwy - Baltimore Rd. - Veirs Mill Rd. - Study - 0.91"</p>	At the recommendation of several commenters who find Twinbrook Parkway difficult to navigate on bicycle
25	21	Addition	<p>In Section 3.5 - Additional Recommendations, the following should be added to the end of the first paragraph in the subsection on Bicycle Parking:</p> <p>"In 2015, the City developed the Bike Rack Grant Program to provide eligible businesses with safe and convenient bicycle parking. The Zoning Ordinance's current bicycle parking requirements were added in 2009. Businesses without bicycle parking that were established before the 2009 Zoning Ordinance update can apply for up to two bike racks to be furnished and installed by the City."</p>	At the recommendation of Douglas Hernan to advertise the Bike Rack Grant Program to more businesses

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26	21	Addition	<p>In Section 3.5 - Additional Recommendations, to the section on Bicycle Parking, add the following information in a new paragraph:</p> <p>"Bicycle parking in Rockville should follow the guidelines set forth in the Rockville Zoning Ordinance and the following guidelines in the Rockville Bicycle Parking Guide, available online and at City Hall:</p> <ul style="list-style-type: none">• The “inverted U” bike rack is to be preferred as it is one of the simplest, most effective types of short-term bicycle parking. Other types of bicycle parking can be effective and should be considered throughout the city, but U-racks provide the simplest and most easily understood type of bicycle parking.<ul style="list-style-type: none">• Distance to other racks:<ul style="list-style-type: none">o Rack units aligned end-to-end should be placed a minimum of 96 inches apart.o Rack units aligned side-by-side should be placed a minimum of 36 inches apart.• Distance from a curb:<ul style="list-style-type: none">o Racks located perpendicular to a curb should be a minimum of 36 inches from the back of curb.o Racks located parallel to a curb should be a minimum of 24 inches from the back of curb.• Distance from a wall:<ul style="list-style-type: none">o Assuming access is needed from both sides, U-racks located perpendicular to a wall should be a minimum of 48 inches from the wall.o Racks located parallel to a wall should be a minimum of 36 inches from the wall."	At the request of SHA to provide more information on bicycle parking requirements.
27	21	Addition	<p>In Section 3.5 - Additional Recommendations, add the following subheading and paragraph:</p> <p>"Signal Timing</p> <p>The City should continue to review signal timing for city-maintained traffic signals to better address the needs of bicyclists and pedestrians. For traffic signals operated by Montgomery County, staff should continue to advocate for signal timing changes where necessary and possible."</p>	Request for signal timing review from Seth Pollack
28	21	Addition	<p>In Section 3.5 - Additional Recommendations, add the following subheading and paragraph:</p> <p>"Intersections</p> <p>When an intersection is to be improved, amenities for bicycles should be analyzed and included if at all possible. A significant portion of the crashes involving bicyclists and motor vehicle drivers occur at intersections. Whenever possible, bicycle facilities should continue through intersections to facilities on both sides to prevent confusion and collisions."</p>	Request from Department of Recreation and Parks
29	21	Addition	<p>In Section 3.5 - Additional Recommendations, add the following subheading and paragraph:</p> <p>"Neighborhood Connectivity</p> <p>Rockville has several important pieces of infrastructure to link neighborhoods together via bicycle, including the Friendship Bridge over I-270 at MD 28 and the Unity Bridge over the Metro/CSX tracks between Lincoln Park and MD 355. However, there is a notable lack of connections between neighborhoods in other parts of the city. For example, the only places to cross over the Metro/CSX tracks between the lower Twinbrook neighborhood and MD 355 are at Edmonston Drive and below the Twinbrook Metro Station. These crossings are approximately 1.1 miles apart and are inconvenient for many people. The City should consider a project to close the gap between the connections of these two neighborhoods, as well as consider other locations where neighborhoods are not well-connected."</p>	Request from several commenters on the difficulty of crossing the Metro/CSX tracks from the Twinbrook neighborhood to MD 355.

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30	21	Addition	<p>In Section 3.5 - Additional Recommendations, add the following subheading and paragraph:</p> <p>"Bikeshare</p> <p>Bikesharing was introduced in Rockville in 2013 with an expansion of the Capital Bikeshare system into Rockville and surrounding Montgomery County. The Montgomery County Department of Transportation manages the bikeshare network in Rockville with supporting funds and staff resources from the City of Rockville. Bikesharing was introduced as part of a grant program for low-income commuters called the Job Access Reverse Commute program. This program initially centered around the Shady Grove/Life Sciences area, and there are currently a total of 22 stations in the area, including 13 within Rockville limits. Bikesharing offers another transportation option for those who cannot or chose not to own a personal vehicle, and Rockville should support the continued existence and future expansion of bikeshare into new areas as much as possible."</p>	<p>The draft plan was created before bikesharing was available in Rockville and should be acknowledged.</p>
31	22	Addition	<p>In Section 4.1 - Enabling Policies, under Zoning Ordinance, add the following paragraph to the existing text:</p> <p>"The Zoning Ordinance does not have jurisdiction over the public right-of-way meaning that there are no regulations within the Zoning Ordinance related to on- and off-street bicycle facilities, with the exception of sidewalks, which this Plan does not consider bicycle infrastructure."</p>	<p>To clarify the role of the Zoning Ordinance in bicycle infrastructure.</p>
32	25	Edit	<p>In Section 4.2 - Additional Practices, under Education and Safety, add the following text before the last paragraph:</p> <p>"Currently, there is no staff support or funding for a Safe Routes to School Program in Rockville. Individual schools can choose to support this curricula on their own. The City owns a trailer with dozens of children's bicycles and helmets that is available for the free use of any school who would like to do this education on their own."</p>	<p>To clarify the City's involvement in the Safe Routes to School program</p>
33	27	Addition	<p>In Section 4.3 - Policy and Practice Recommendations, under the first paragraph of the Practices section, add the following paragraph:</p> <p>"Rockville should also look into further efforts to use advanced bicycle counting technology. Currently, the City uses manual counts twice a year at various intersections throughout the city and annual mechanical counts at two locations along the Millennium Trail. Recent advancements in technology to assist in year-round automated counting of bicyclists can help staff collect important data regarding bicycle usage in Rockville."</p>	<p>At the request of SHA to encourage the City to use more innovative bicycle counting technology.</p>
34	32	Addition	<p>In Chapter 6 - Maintenance, add the following text to the end of the section on Sweeping and Snow Removal:</p> <p>"Snow removal is also important as many people choose to bicycle year round. The Carl Henn Millennium Trail should be prioritized for snow removal first, and other paths should follow. Snow should not be stored in bike lanes, on shared use paths, or at curb ramps used by people on bikes of pedestrians."</p>	<p>Request from Department of Recreation and Parks</p>
35	Appendix	Addition	<p>Create an Appendix C - the League of American Bicyclists's Building Blocks of a Bicycle Friendly Community.</p>	<p>To include specific information on how to move Rockville towards a Silver level BFC status</p>